



Fall 2008



Serving Idaho's Aviation Community for over 60 Years

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RUDDER FLUTTER

World-Class Glider Airpark takes shape at King Mountain

By: John Kangas

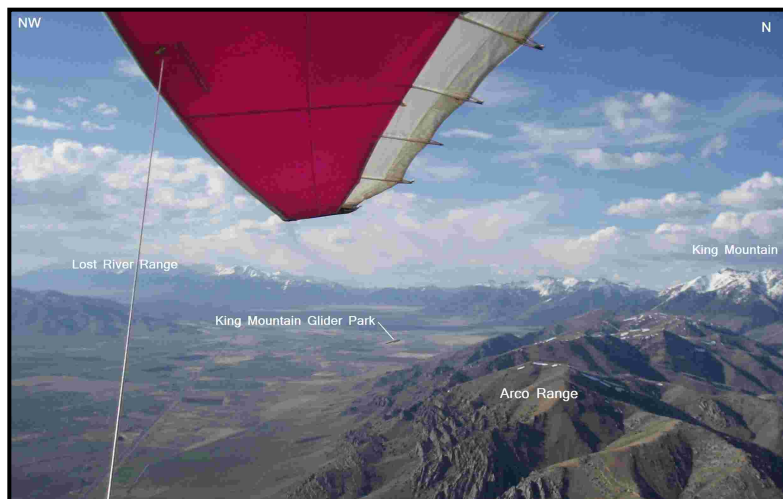
Construction is now underway for a world-class soaring airpark at the base of King Mountain in Idaho. John and Rae Kangas are building a three-discipline soaring facility that will accommodate Sailplanes, Hang Gliders and Paragliders.

King Mountain and the Lost River Range are some of Idaho's tallest mountains. The area has abundant ridge, thermal and mountain wave conditions. King Mountain and the three major mountain ranges that comprise the Idaho Montana border region, have world class soaring conditions that will attract soaring enthusiasts from all over the world. Centrally located in the western half of the United States, King Mountain will

be an excellent location for any competition or regatta event. For a glimpse of the airstrip location and surrounding mountains, go to Google Earth at N 43 45.50 and W 113 20.40.

Idaho sailplane pilots hold a regatta in the Big Lost River area each summer.

The Soaring Society of America, Region 8, Triangle Speed Record for 300 kilometers has been set in this area in 4 out of the last 5 years. Glider pilots who fly the area each year are very excited to have a grass runway and an RV park at the base of King Mountain. Idaho's Hang Gliding Distance Record of 182 miles was set from King Mountain on a



Looking North up the Big Lost River Valley.

flight northeast towards Bozeman, Montana. The King Mountain Hang Gliding Championships are held at the mountain each summer. The Paragliding Nationals were held last year just 40 miles west of the site in Sun Valley, Idaho. Soaring Pilots from all over the world fly King Mountain on a regular basis.

Bill Statham and the Idaho Division of Aeronautics were very helpful as the project moved through the design and permitting phase. The County Commissioners, Planning and Zoning



Idaho Glider Instructor Brian Case enjoys the Big Lost River soaring conditions every year.

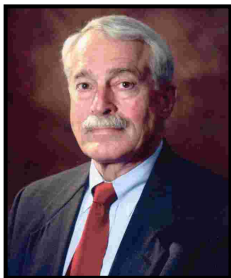
See Glider Airpark

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From the Administrator:



I would like the Idaho aviation community to know what's happening to the extra fuel tax revenue we were scheduled to

begin receiving in July. Actually, we won't receive any significant revenue increase until at least late September due to the lag between wholesale

distributor fuel distribution and the time they actually pay the tax.

Of the annual planned increase in funding of \$426,000 (roughly a 17% increase in our Aeronautics Division budget), \$381,000 will be used for additional direct grants to airports in the state which will bring the total of these grants to \$871,000. Most of the increase will go to the smaller community airports that receive no FAA grants and will be used for such things as pavement rehabilitation, ramp and taxiway improvements and fencing. Another \$25,000 will be used to republish the Idaho Aeronautical Chart and then the Idaho Airport Facility Directory (alternate years) in direct support of Idaho pilots. \$10,000 will be used to revitalize our search and rescue training in direct support of aviation safety in the state and \$10,000 will be used to support the newly established Idaho Airstrip Network, indirectly supporting public access to backcountry non-state-operated airstrips. ***Essentially none of the increase will be used for internal Division operations.***

Another item of interest is the Reed Ranch airstrip, 16 nm east of McCall. This property was previously a private inholding to the Payette forest and was swapped for other property several years ago. We have been in negotiations with the US Forest Service to obtain a special use permit for that airfield and open it to the public under State operation but the cost of the environmental assessment was a problem. A proposal by the Idaho Aviation Association and the Idaho Aviation Foundation that the Forest Service open the airstrip didn't work because the USFS would also need to do an environmental assessment to make the field public. In light of this development, we've elected to go forward with the State's special use permit process and will try to use internal Transportation Department environmental experts to reduce the cost of the assessment. It will still be at least one year before we can get approval for public use of this airstrip.

John "JV" DeThomas
ITD Aeronautics Administrator

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

Twin Falls Airport Advisory Board

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Seeking information for a detailed history of the Joslin Field, Magic Valley Regional Airport

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Any information would be appreciated

Please contact either Ron Yates at (208) 736-0870 or the Twin Falls Airport Advisory Board by email at comet@filertel.com



ISU Aircraft Maintenance Students compete in SkillsUSA

By: Frank Prickett, Instructor, ISU Aircraft Maintenance Technology Program

SkillsUSA held their State Leadership and Skills Conference April 10-12, 2008. Thursday morning was registration and then opening ceremonies at the BSU Student Union. Friday was competition day, with nearly 50 secondary and post-secondary events taking place around Boise at various locations. Saturday morning was closing ceremonies at Borah High School.

Eight students from the Idaho State University (ISU) Aircraft Maintenance Technician Program participated: Mark Jensen of Idaho Falls, Ryan Moore of Wendell, James Park of Riverside, Idaho, Kyung Jae Park of Seoul, South Korea, Sigifredo Reyes of Blackfoot, George Smith of Boise, Patrick Stopher of Pocatello, and Todd Thomas of Gooding.

Western Aircraft graciously hosted Friday's competition including a catered lunch. The competitive events included safety wiring, tube bending, sheet metal patch, weight and balance problem, electrical circuits, written test, personal interview and resume analysis. After a very close competition, the winners were: Todd Thomas, Gold medal, Sigifredo Reyes, Silver medal and Mark Jensen, Bronze medal.

In addition to their medals, the winners were also rewarded with some very nice tools thanks to Tyler E. Peterson, Snap-on Industrial representative for Boise.

On Thursday afternoon, ISU participants were treated to tours of several local aviation shops providing them the opportunity of meeting several former students of the ISU program. John Yrazabal, the Director of Maintenance for Idaho Helicopters and an ISU Airframe and Powerplant (A&P) graduate, gave the students a tour of his company's operation. At Western Aircraft, Louie Gravel gave them a tour of their sprawling complex where at least four ISU A&P graduates were on



**ISU Skills USA competitors and
Annette Christensen - ISU SkillsUSA Advisor**

shift to show them the Pilatus and Falcon aircraft on which they were working. On Friday, after the competition, we visited with Brian Hofeld, President of Precision Propeller and Mark Riley, one of his employees and an ISU A&P graduate as well.

The weekend was especially rewarding to the students as they were able to meet so many former ISU

graduates who are succeeding in their aviation careers.

Since ISU has the only Idaho A&P program associated with SkillsUSA, Todd Thomas represented Idaho at the national competition (<http://skillsusa.org/events/nlsc.shtml>) held in Kansas City June 23-27. Todd did an excellent job in the national competition and represented ISU very well finishing fourth.

**– Attention ALL Pilots –
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Radio Chatter

By: Frank Lester
Safety/Education Coordinator



It has been a long and busy summer for all of us but one that has been quite enjoyable. We've had great weather, few fires and plenty of sunshine. What

better way to spend our time than enjoying the beautiful landscape we have been blessed with here in Idaho. But there is always a downside and it is generally the same old song...accidents...specifically accidents in the mountains. Although I don't want to dwell on the negative, to ensure we will be able to enjoy our favorite pastime, we must take a look at the negative to remind us that we need be aware of the "gotchas."

We experienced a spate of accidents last summer beginning in June that had us shaking our heads and wondering, "What the heck is going on here?!" The vast majority of those accidents involved out-of-state pilots but before you begin to criticize those "dog gone out-of-staters," I have found over the last 10 years that the stats are about even

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or **208-334-8775**

between in-state and out-of-state pilots. The most evident factor though, in all of the accidents and this year is no exception, is the need to continually review mountain flying tactics and density altitude.

I took the NTSB reports and looked for accidents in Idaho involving "mountain" phenomena beginning in May 1997 to the present. Why May 1997?...arbitrary decision...that was the month I signed on with Aeronautics. I put together a spreadsheet and logged the information according to location, aircraft, extent of injuries, damage and causes. Here are a few of the results:

Through September 16, 2008, there were 449 total accidents/incidents over these 11+ years. Of those, 88 or 19.6% involved "mountain" phenomena. Of those 88 accidents/incidents there were 19 fatalities, 21.6%.

These are the top five locations, aircraft types and contributing factors:

Location:

1. Big Creek (11)
2. Johnson Creek (10)
3. Stanley (6)
4. Hailey (Friedman Memorial) (6)
5. Sulphur Creek (5)

Aircraft Type:

1. C-182 (19)
2. C-172 (10)
3. C-206 (8)
4. C-180 (7)
5. PA-18 (7)

Contributing Factors (more than one may have been listed in the NTSB report):

1. Mountainous terrain/trees (42)
2. Downdraft/wind (29)
3. Directional control (takeoff/landing) (21)
4. In-flight planning/decision making (16)
5. Landing/touchdown/flare (15)

This is **not** a scientific study! There are some FAA incident reports that come across my desk that don't seem to reach the NTSB files as well as some accidents/incidents that I hear of through

the grapevine that somehow escape the eyes of the FAA. No, this was merely an attempt to isolate problems or conditions that we as pilots need to address or to remind ourselves that we need to pay more attention to what we are doing and what is going on around us.

Thinking back to the succession of accidents we experienced last June and July, several important facts do come to mind: First, prepare! Use every piece of information available to understand the environment you are flying into; i.e., terrain features, runway, obstructions, approach and departure patterns. Don't rely on just one book or a friend's "expert" advice. Remember, every runway has a go-around; however, it may not be in the standard location. Second, be precise in your airspeed and altitude control. Several accidents involved high, hot final approaches, which resulted in long, hot touchdowns. In one case, a go-around was attempted, resulting in a badly damaged aircraft and serious injury. It might have been safer to keep the aircraft on the ground, taking the fence at the end of the runway, chancing minor injury and damage than to attempt a go-around and risk destroying the aircraft and seriously/fatally injuring the occupants. Third, density altitude, density altitude, density altitude...get to know it until you see it in your dreams. In several accidents it was apparent that the pilot failed to recognize the effects of density altitude because they didn't fully understand it or chose to disregard it. There is a wealth of information on the topic out there: The FAA has just released a new pamphlet on the subject; the AOPA Air Safety Foundation has several articles about it; the internet is loaded with information on density altitude. If that doesn't suit your fancy, give me a holler and I will review it with you one-on-one or visit your organization, group or club to discuss it. It is that important! Too many accidents involve some aspect of this effect and the results are too costly.

'Nuff said...fly safe; fly smart.



Boise Airport Traffic Control Tower Named National Facility of the Year

The Federal Aviation Administration (FAA) has announced their Facility of the Year awards for 2007 (FY). Boise's Airport Traffic Control Tower (BOI ATCT) has been named the National Facility of the year for control towers levels 5 through 8. BOI ATCT received this award over 112 other facilities which include Spokane, Colorado Springs, and Reno.

The Facility of the Year award recognizes the most outstanding facilities throughout the country based on their level or rating for the fiscal year. Recipients are selected through a two-fold process which consists of scoring of safety metrics and a written narrative which addresses Employee Focus, Innovation, and Customer Service.

"We are ever cognizant of the public trust bestowed upon our profession, and with that knowledge we constantly strive to move the bar of excellence higher," explains Stewart, "The greatest tool at our disposal is communication."

Excerpts from the BOI ATCT narrative:

- "Though we acknowledge our status as Federal employees, we



Kathryn Vernon, FAA Director, Terminal Operations, Western Service Area and Gordon Stewart, BOI ATCT Manager



"Our motto is: Together we achieve the extraordinary," says Gordon Stewart, BOI ATCT manager. "Our focus on teamwork and our responsibility to the customer were the basis for receiving this award."

Stewart also attributes this award to the BOI ATCT teamwork with Boise Airport, Idaho Air and Army National Guard, National Interagency Fire Center, passenger airlines, cargo airlines, corporate and general aviation.

prefer to think, and more importantly act, as though we were a for-profit business. That mindset creates an environment in which safety is never compromised but efficiency is treated with near equal importance. We are keenly aware of the struggle many of our customers face in keeping balance sheets in the black. Ever mindful of that, BOI controllers do their utmost to save as many miles, and minutes, as possible for each of our customers."

- "While we consistently rank in the top 3 of all Level 8 facilities in terms of traffic count, we proudly point to an error-free period now approaching two million operations. Impressively, we have accomplished this at a dollar cost far below the established national benchmark."
- "Within the facility, particularly as we assimilate the next generation of controllers, we emphasize teamwork, mutual respect, a positive attitude, and personal accountability."

This is not the first time that BOI ATCT has been recognized. Last year, the facility received a regional award. This is the first time the facility has received the national honor.

Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, www.itd.idaho.gov/aero. Click on Airport Facility Directory to access the map-based system. Please contact Aeronautics at 208-334-8775 or mark.lessor@itd.idaho.gov with updates/suggestions regarding this online directory.



Aviation Medical Matters – Contacts

By: Mike Weiss, MD, MPH, CFII and Paul Collins, MD

This is not about prop starts or who you know. It is about contact lenses. Did you know that prior to 1976 civilian pilots, who wore contact lenses for distant vision while flying, were required to obtain a waiver (Statement of Demonstrated Ability or SODA) from the FAA? After that, pilots were then permitted to use contact lenses for distant vision without a SODA, but the prohibition against the use of bifocal or near vision contact lenses remained in effect.

While the use of contact lenses to correct near vision is still prohibited (if you check that box on your flight physical form and your AME misses that, you will get a letter from the FAA), in December 2005, the FAA changed

its policy to allow the use of bifocal/multifocal contact lenses. The lenses must be FDA approved and must have been used for at least one month to allow adaptation. An eye evaluation report (Form 8500-7) must be completed by your ophthalmologist or optometrist. It must indicate that the pilot has: 1) stable visual acuity; 2) no significant side effects or complications; 3) no problems with glare or flares; 4) no other visual phenomena adversely affecting visual performance; and 5) meets the visual standard as required for the class of medical.

There are more than 25 bifocal/multifocal contact lenses available including both rigid and soft lenses. A pilot needs to work with their eye doctor to find the type that works best for him/her.

There are two types of bifocal/multifocal contact lenses: alternating and simultaneous. Alternating lenses have a line between the distant and near sections, similar to bifocal glasses. They provide the best vision for both near and far, but are difficult to fit. Simultaneous lenses have near and distant portions over the pupil and the individual's brain needs to learn to interpret the correct part of the lens depending on the need to see near or far. Not everyone can do this and a blurred, out-of-focus image may not resolve, ruling out this option.

Simultaneous lenses are either soft or rigid contacts. They have either a concentric design with alternating near and distant correcting portions in rings or aspheric design, which has near correction in the center and distant correction in the outer part of the lens. Another strategy, diffractive, is a combination of concentric design in the center and distant in the outer part of the lens.

While bifocal/multifocal lenses usually provide good correction (20/25 or better), some users find a loss of

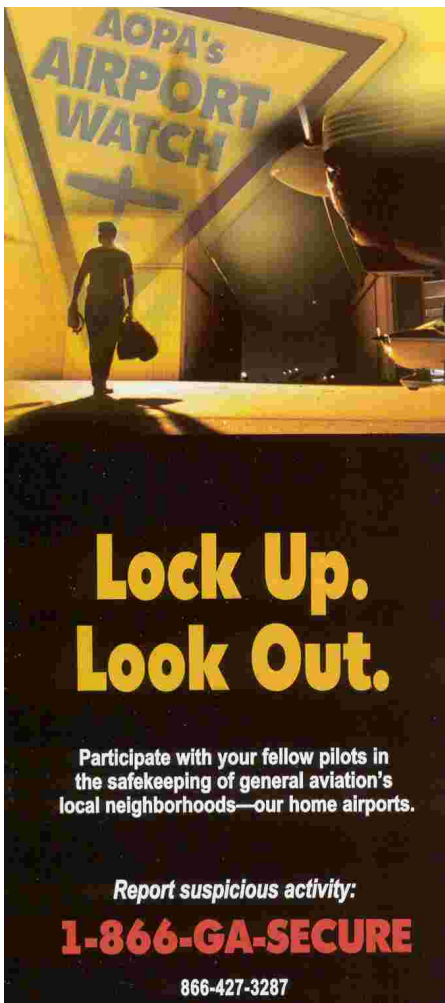
contrast sensitivity compared with the use of glasses. Whether or not this creates any issues with function is not known.

Use of contact lenses may become more difficult with aging. There may be changes in the muscle tone of eyelids (who ever thinks of flabby eyelids as a consequence of aging?), decreased production of tears or side effects of medication taken for other medical problems. The military has done a number of studies regarding contact lenses and has found them superior to glasses when a crew member has to use additional equipment like night vision goggles, helmet mounted displays or gas masks. However, they have also found that soft contact bifocal/multifocal lenses slightly reduce visual performance. Of course, the average military pilot is a bit younger than the civilian, general aviation population.

Tinted lenses, polarizing lenses or lenses that restrict field of vision are not approved for use in aviation.

It is the rare pilot who still has 20/20 vision over the age of 40. Loss of near vision is not called presbyopia (old vision) without reason. Many pilots prefer contacts over glasses and FAA policy towards contacts is evolving. If you do use contacts, it is probably a good idea to carry a pair of glasses with your current prescription in a readily accessible location in case the contacts fall out. Also, remember to bring your glasses with you to your flight physical as the FAA requires vision to be measured with and without corrective lenses.

We hope the above has helped you see the issues around contact lenses and flying more clearly.



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So I forgot to close my Flight Plan It's No Big Deal . . . **THINK AGAIN!**

By: **Frank Lester, Safety/Education Coordinator**

This last summer, the Division initiated a search for an overdue aircraft in which the pilot failed to close his flight plan. While this is a much too common occurrence, most of us, me included, have at one time or another treated this as more of a nuisance or minor transgression than with the seriousness it requires. Fortunately in this case, the errant pilot was found unharmed and the search terminated successfully.

However, when we discuss flight plans and the consequences of not closing one, we tend to look at it only from the perspective of those directly involved in the search. The usual afterthought when a pilot is safely located is generally relief, getting back to business and dismissing their omission as something that just "goes along with the territory."

But what is the real effort expended to locate someone who has inadvertently forgotten to close their flight plan? What happens just below the surface; how deep does the effort go; who else is involved? Well, here is what it took in that search:

- Air Force Rescue Coordination Center - many (likely 8 or more)
- Western Air Defense - Radar Forensics
- Colorado CAP - Radar Forensics
- FAA - Washington DC - Radar Forensics
- Idaho State CAP - 6 aircraft, multiple personnel
- Oregon State CAP - unknown count
- FAA - NW Mountain Region Operations Center - Likely 6 people (multiple shifts)
- FAA - Salt Lake Center - many people
- FAA - Seattle Center - many people
- Flight Service - many people through multiple shifts

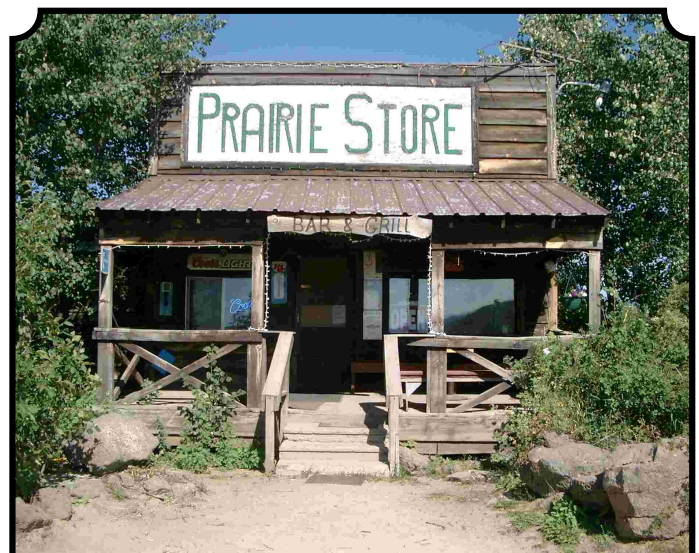
- Idaho Division of Aeronautics - 2 people
- Idaho Bureau of Homeland Security
- Idaho County Sheriff's Department - Likely 3
- Valley County Sheriff's Department - Likely 3
- Klamath Falls - many law enforcement personnel
- National Interagency Fire Center - many personnel
- US Forest Service - many personnel

The number of agencies and personnel involved in a search will vary. Although those who participate would never think twice about getting involved, the impact in resources expended in support of a search is enormous. Many of these people are volunteers with other jobs and are diverted from other important responsibilities, which in turn ultimately affect their employers.

The purpose here is not to point fingers. As I mentioned in the beginning, we've all done it. Nor is it to cast guilt, causing pilots to become "gun shy" and, God forbid, quit filling flight plans. We all fly and know the demands of flight. The rush to land, refuel and make other arrangements can cause us to forget. Not filing a flight plan will increase the difficulty and timeliness of the search exponentially. Just



keep in mind that the effort to locate you extends far deeper than the "Hey, you forgot to close your flight plan..." reminding us of what we have failed to do. Take a moment to jot yourself a note, put it in your checklist or stick it on the panel and make the extra effort to ensure your flight plan is closed. We're glad to have these professionals and volunteers available and ready to pull out the stops on our behalf but let's not abuse their dedication.



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406 MHz can save your life!

By Kristy Hemp

There are changes being made to the monitoring of Emergency Locator Transmitters (ELT) and your life could depend on it. Traditionally, distress signals have been transmitted over 121.5 MHz and/or 243 MHz for search and rescue satellites to "hear."

As of February 1, 2009, the COSPAS-SARSAT will stop monitoring 121.5 MHz and 243 MHz and transition to monitoring the 406 MHz frequency for which you will need a newer, more advanced beacon that sends out an encoded digital 406 MHz signal. Personal Locator Beacons (PLBs) transmit on 406 MHz. Currently, there is an international mandate from ICAO that all aircraft need to carry the new ELTs. The FAA hasn't enforced this mandate to this point, but it is highly recommended that the U.S. aviation community switch over. It could be the difference between life and death.

So what are the reasons for switching? One problem is that more than 90 percent of the alarms that are received by ELTs are false, but the Rescue Coordination Centers (RCC's) still have to search and confirm the calls. Some culprits are pizza ovens, ATMs, and sports stadium scoreboards.

The new beacons are unique because they have a specific identification code, which helps eliminate half of the false alarms. All aircraft are required to register their new beacon with the National Oceanic and Atmosphere Association (NOAA) and provide their name, phone number, two emergency contacts, aircraft make and model, and N number. "That's how we'll know the signal is unique and that it's an aircraft. We can immediately call the pilot and confirm and ask if they are actually flying or need help," Lt. Jeff Shoup, SARSAT Operations Support Officer, explains. "It's a huge safety improvement. The name and number taken will eliminate the rest of the false

alarms such as setting it off while testing, landing hard, and installing it wrong. Some ask how will they know if their ELT is going off with the new device. You can still go to 121.5 MHz at the top of the hour to test it like you did in the past.

The new beacon model still communicates by satellite, but there is a lot more coverage. The old beacons only pinpoint a 15-20 km search area on a 1/2-watt analog signal, where the new beacon pinpoints a 3-5 km search area on a 5-watt digital signal. 121.5 MHz had some dead spots and was picked up by low earth orbiting satellites, which are overhead for a 2-3 hour period. The new beacon uses geostationary satellites that are always overhead to find you and are much more accurate. However, it doesn't always give you the exact location.

"With the new beacon model, we can make a call to the pilot or contacts and pinpoint the location," explains Jeff. "Some people have been rescued without the position pinpointed because of this [registered ELTs]."

Jeff tells a success story about a pilot and his nephew who went down in their helicopter in Washington State around 8 p.m. They weren't expected back that night. They set off their personal locator beacon (PLB) using the 406 beacon frequency, and the

time from that moment to when they arrived at the hospital was only 2 hours and 45 minutes.

NOAA wants more success stories like that and is striving to get the word out about the new beacons. There are 250,000 registered aircraft in the United States and only 25,000 are on 406. That's only a tenth of the population! That's why their slogan is "Make the switch to 406!"

The 406 MHz beacon models can cost more, but when it comes to your life and the lives of your loved ones, it's priceless.

If you have questions call EAA Technical Services at 888-322-4636.

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The Color of Aviation

Ed Freeman: Medal of Honor recipient, Idaho Aviation Hall of Fame inductee & Idaho native

By: Frank Lester, Safety/Education Coordinator

The primary focus of this series has been, and will continue to be, a celebration of what Idaho aviation is all about; those strands of history and accomplishment that weave the intricate design of our aviation heritage. However, for a moment, I would like to take a small side step here and reflect a little on a facet of aviation that not only belongs to Idaho but to every American throughout this great country. The recent passing of Ed Freeman, Viet Nam Medal of Honor recipient, Idaho Aviation Hall of Fame inductee and Idaho native, gave pause for reflection on the difficult task confronting our aviators in uniform.

Today we are faced with very troubled times and our young military men and women are fighting on foreign soil on two fronts. Undaunted by the politics that consume us stateside as the election vaults unabated toward its destined rancorous conclusion, they proceed disciplined, dedicated and determined to complete the task at hand. Guided by ideals that have defined us as a nation, both in good times and bad, they exude those principles of teamwork and unselfishness that buoys the spirit of patriotism in all of us. The beer commercial of the troops walking through the airport and the “spontaneous” display of gratitude by the people and workers there still tightens the muscles in my throat, not only as pride wells up, but also as a certain sense of fear knowing that their destiny is no longer in our control. They are so young. But still, with a sense of purpose and devotion to duty, they willingly answer the call to march forth and defend the beliefs and traditions we hold so dear.

Yes; pride and fear... I saw it in my father's eyes when I left for Viet Nam and felt it grip my soul when my son left for Iraq. But yet they keep answering the call. What is that thread that binds them together... not the brass but the grunt in the field, the sailor at sea, the airman overhead?

Yes, Ed's passing made me think about those traits. Not every soldier, sailor, airman or marine will have the opportunity to earn the Medal of Honor, but the principles that underlie the demonstrated selflessness belongs to each of them, ready to burst forth when the conditions are right.

These next few words are not mine but belong to someone unknown to me and forwarded to me in a recent email. I hope the author will understand that I have rearranged his words not as an arrogant or conceited attempt to foist my limited writing skills on the reader but hopefully to vividly demonstrate that thread which binds our military members together in combat.

You're critically wounded, dying in the jungle of Viet Nam; the Ia Drang Valley, Landing Zone X-ray. It is November 14, 1965 and your infantry unit is under intense enemy fire from a mere few hundred yards away. You are outnumbered eight to one and the fire so intense that your own infantry commander has ordered the Medivac helicopters to cease operations.

You're lying there, listening to the incessant chatter of the enemy machine guns; you know you're not getting out. Eighteen, 19 years old and your family is 12,000 miles



Ed Freeman

away on another continent, in another world, on another planet. You will never see them again. Slowly, as you begin to fade into unconsciousness, you hear the faint sound of a helicopter or is it just the distortion of the machine guns caused by your pain and resignation? You cast a numb glance skyward. In the haze that has wrapped itself around you mind, you can make out the image of a Huey, surreal in your thoughts because it has no Medivac markings. In its semi-conscious fog your mind struggles between hope and the despair that tells you the Medivac helicopters were ordered to stand down.

But hope prevails. It is Ed Freeman and he is coming for you. No, he is not a Medivac and it is not his job, but he is coming anyway. He is flying his Huey directly into the smothering machine gunfire

See Ed Freeman

Continued on page 19



Idaho Airport System Plan

By: Summer P. Marr
Wilbur Smith Associates

The Idaho Transportation Department (ITD) Division of Aeronautics is currently developing a comprehensive State Airport System Plan under the federal government's aviation planning guidelines. The Idaho Airport System Plan (IASP) is a cooperative effort between the Federal Aviation Administration (FAA) and ITD Division of Aeronautics. Through a competitive proposal process, ITD selected a consultant team to perform the study led by Wilbur Smith Associates in association with Toothman-Orton Engineering Company, HDR Engineering and ES Engineering.

Providing a safe and efficient means for the movement of people and goods, and improving the quality of life of every Idahoan, the Idaho system of public-use airports is an integral part of the state's transportation system and is an important stimulus for economic growth in Idaho. Idaho's seven commercial service airports and 117 general aviation airports are valuable contributors to the state's overall transportation infrastructure and are primary economic generators for the state. As part of the IASP, the state's seven commercial service airports and 68 of the 117 general aviation airports will be evaluated and analyzed with an eye towards ensuring that these significant transportation assets are being operated and developed to the greatest benefit for the State of Idaho. (Note that the remaining 49 general

aviation facilities have already been evaluated within the 2005 Idaho Airstrip Network study.)

To guide the study's process, ITD has established a formal Project Advisory Committee (PAC) with 17 members representing a broad cross-section of aviation and non-aviation stakeholders throughout Idaho. Along with these formal members, other airports and individuals interested in the study are encouraged to provide input by attending the open PAC meetings and commenting through the project website (www.wilbursmith.com/itdsasp).

The primary goal of the IASP is to foster communication and build consensus among public policy makers and airport representatives for the implementation of the IASP recommendations. To that end, under the IASP specific objectives were developed to measure the performance of the state's airport system in the areas of geographic coverage, airside facility support, preservation, transportation support, economic support and safety and security for each airport. How each airport compares to these specific measures helps to establish the system's overall performance and identifies where improvements to the system are needed. Ultimately, this study will develop specific system and facility recommendations based on each of those noted improvement needs.

Additional products of the Idaho Airport System Plan effort include two special studies that are being conducted



Caldwell Airport

concurrently over a 23-month schedule: the Idaho Airport Economic Impact Study and the Idaho Airport Land Use Guidelines. The Airport Economic Impact Study is an update of a previous analysis conducted in 1997 and measures the individual and collective economic activity of system airports, thus enabling the Division of Aeronautics to demonstrate to the public, government officials and other stakeholders how Idaho benefits from the presence of each airport. The Airport Land Use Guidelines will serve as a tool for airports, local governments and land use planners to use for coordination between airport and land use planning processes.

The IASP and its two associated studies will prove to be an important tool for the State of Idaho not only by analyzing and quantifying how the current system operates and benefits the state, but also by providing state and local officials a better understanding of the role that each airport plays in meeting Idaho's overall transportation goals. The development of this understanding is critical to foster the

See System Plan

Continued on page 20



Calendar of Events

OCTOBER

- 24-25 **Flight Instructor Refresher/Pilot Safety Clinic**, Le Ritz Hotel, Idaho Falls; Tammy Schoen, tammy.schoen@itd.idaho.gov
- 28 **Idaho Aviation Hall of Fame Induction Dinner**, Harry Sauerwein, harrysauerwein@cablone.net
- 28 **Runway Safety and SMGCS**, Boise Air Terminal, Boise River Conference Room, Boise Tower Administration (208) 334-1642

NOVEMBER

- 9 **Veteran's Breakfast**, Warhawk Air Museum, Nampa. The public is invited to join us for pancakes, eggs, hash browns, orange juice, coffee and milk, from 8:00 am to Noon; \$6 Adults, \$3 Seniors, Veterans and Children (5-12). Special thanks to Albertsons/Savon and the Top Fun Flyers. Live entertainment from 9-11am. Warhawk Air Museum, 208-465-6446
- 11-13 **Idaho Division of Aeronautics Safe Pilot Seminars**, Dr. Mike Crognale, Vision and the Aviation Environment, Lewiston, Coeur d'Alene, Sandpoint; Frank Lester, frank.lester@itd.idaho.gov

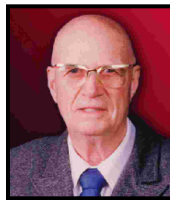
NOVEMBER (continued)

- 14, 17 **Idaho Division of Aeronautics Safe Pilot**
& 20 **Seminars**, Mark Peterson, The P-51, Warbirds and You, Nampa, Twin Falls, Idaho Falls; Frank Lester, frank.lester@itd.idaho.gov

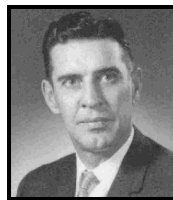
Email your event information to
tammy.schoen@itd.idaho.gov for inclusion in
the *Rudder Flutter* and the Aeronautics website.



Idaho Aviator Hall of Fame Inductees



Dr. Forrest Bird is an aviator, inventor and physician living in Sandpoint, ID. He invented the first highly reliable, low-cost, mass-produced medical respirator in the world for which he has been inducted into the National Inventors Hall of Fame. He soloed in his father's 1927 GXE Waco 10 on his fourteenth birthday. During World War II, as an officer in the Army Air Corps, Dr. Bird became a technical air training officer, which allowed him to fly almost every airplane then available. Throughout his career he has continued to be an active pilot, a prolific inventor focusing on respirators of all types and a physician specializing in pulmonary disorders. Dr. Bird owns 21 airplanes and helicopters, which he flies and keeps airworthy. He opened the Bird Aviation Museum and Invention Center in Sandpoint in 2007. Inventions that he pioneered include the oxygen regulator for high altitude flight, the anti-g suit, and various medical respirators including a universal medical respirator (Bird Mark 7) and an infant's respirator (Baby Bird) that are credited with saving the lives of many. He has also contributed many ideas that are incorporated in modern "medivac" air transports. At the age 87 Dr. Bird is one of the oldest active helicopter instructors. In addition to the National Inventors Hall of Fame award he has received the 2007 Living Legend Freedom of Flight Award and a MIT Inventor of the Week recognition in 2001. As an inventor since childhood, Dr. Bird attributes his inventions to his love of aviation.



Bob Fogg flew for 36 years in Idaho. He had a distinguished career as a back country pilot, World War II instructor pilot, manager of Johnson Flying Service in McCall, and supporting the US Forest Service, Idaho Fish & Game Department and wilderness communities in Idaho. After graduating from Cascade, ID high school, Bob took flying lessons from Dick Johnson at the Johnson Flying Service in Cascade. He achieved commercial and instructor ratings. During World War II he worked as a contractor training Army and Navy student pilots. Bob flew many types of aircraft, including 9000 hours in a Travel Air 6000, 3000 hours in a Ford Tri-Motor for a total of over 21,000 hours. He supported Idaho mountain residents flying people, animals, and supplies and dropping smoke jumpers. He participated in innumerable rescues of downed pilots, lost hunters and responding to medical emergencies. Bob Fogg's dedication to the support of aviation was exemplified by his many aviation involvements. He served as president of the Idaho Aviation Trades Association, was a FAA accident prevention counselor and a director of the McCall Area Search and Rescue Unit. He was also a mayor of McCall, ID and member of the Idaho House of Representatives.

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Eastern Idaho 99s

By: Sandi Bills, Secretary

The Eastern Idaho 99s, and some of their 49^{1/2}-ers, held their summer meeting/fly-in/mountain flying experience at the Flying B Resort Ranch on the Middle Fork of the Salmon River, September 5, 6 and 7. The weather gods were smiling on us as we flew, hiked, fished and let the mountains take the stress away. As we departed the Flying B to return to our "other lives" we stopped briefly in Challis to rearrange loads.

We did manage a planning meeting on Saturday evening after partaking of the B's fabulous feeds. We plan to paint a compass rose on the Idaho Falls airport this fall before the weather intervenes. Other items discussed: the possibility of presenting a Companion Flying Seminar in the spring; and the need for more rocks to mark the runway at the Howe "international" airstrip. It is still a challenge to see from more than a half mile out.



Jonnie Landis, Joy McDonald and her 49^{1/2}-er, Chuck, Sandy Storhok, Bill Lane and (standing behind the plane) Gary Bills, 49^{1/2}-er of Sandi Bills.

Our next meeting will be the third Thursday of October, unless we are painting. For any of you who want to don your paint clothes and grab a paint brush, information will be posted at the Av Center in Pocatello and Idaho Falls, and at Aero Mark in Idaho Falls. Come join us . . . PLEASE!!!!!!

For more information about the 99s or how you could join us in our flying activities, contact any Eastern Idaho 99 or email Sandy Storhok at sstorhok@srv.net or Sandi Bills at BILLSLPC@MSN.COM

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EAA Chapter 407

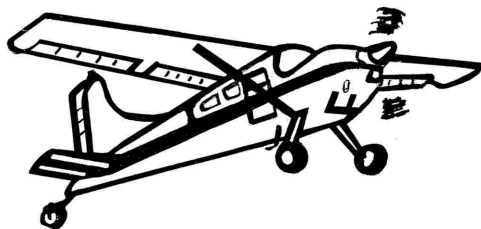
By: Natalie Bergevin, Chapter President

Chapter 407 had a wonderful overnighter fly-in to West Yellowstone, Montana in August. Chapter members both flew and drove to the airport and

stayed at the airport campground. We enjoyed a pot



luck dinner and each other's company Friday evening. Saturday morning was a pancake breakfast. Unfortunately, heavy fog prevented several members from attending the breakfast as planned. This is the second year we have held the fly-in and are planning to continue it as an annual event.



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Selling Your Airplane

By: Wayne Werner and Don Lojek

This is the first in a two-part series. It is meant to be helpful to anyone wishing to sell his/her airplane; however, it is not a complete guideline or checklist and covers only very basic points.

Conditioning your aircraft: Once you have made the decision to sell, you obviously want to put the best shine on the apple. Washing and waxing never hurts. The airplane should be clean and neat inside, have a fresh oil change at the very least and should “show” to its best advantage. Any hangar rash marks should be buffed out, Windshield scratches eliminated and a good vacuuming would be in order. Detailing is money well-spent. Never show a dirty aircraft.

If your aircraft is within three months or less of the next scheduled annual inspection, bite the bullet and get it done. A fresh or nearly-fresh annual gives the prospective buyer a better comfort level and may convince him that he doesn't need a full annual on a pre-buy inspection.

You also need to candidly assess your aircraft's negatives. One or two major negatives can be negotiated. More than that becomes exponentially more difficult. So if your planned sale date is two or three years away, think hard about incrementally curing the negatives. Maybe it is wise for you to

change out the KX 170B for a Garmin 430 and enjoy the upgrade.

Pricing: You want to price your aircraft based on the market, not based on what you personally believe the aircraft is worth. Much time is lost in trying to extract a price for your aircraft higher than the market will allow. As a guideline, you can go to the AOPA website and look at the VREF data to see approximately what your aircraft might bring in an arm's-length transaction. This is only a guideline because the condition of your aircraft will either add or detract from the theoretical “market” price. It would probably pay to get the advice of someone who is a dealer/broker in aircraft sales and who has first-hand knowledge of recent sales both locally and nationally. There are people locally who could perform a formal aircraft appraisal for you for around \$500. One might be Dennis Averill (208-866-3723) who is the local National Aircraft Appraisal Association representative. No one opinion is dispositive; however, market forces change rapidly in the current economic climate and we seem to be in a downward cycle.

You also have to be a little cautious in using the internet in the pricing of your aircraft. What are shown are asking prices rather than actual sales data which are much more difficult to determine. Pricing is also affected by any after-

2006/early 2007 the Blue Book dropped the prices of almost all single-engine piston aircraft by thousands of dollars. Yet, in early 2007 Mooney dealers were reporting good demand and consistent sales of several thousands over the Blue Book price.

Advertising: Trade-a-Plane has been a traditional source for advertising. Over the past few years the internet is a much more useful tool. When listing your aircraft put the price last and put the best features first. Total time since major overhaul, last annual, modifications, paint/interior condition and total time on airframe are essential. Any other bells and whistles that your bird has should be listed with the price to come just before your telephone number and an invitation to call for more information. You need to have a complete specification sheet to accompany your ad with several color photos which can be easily downloaded.

Warranties: Warranties can be either express or implied. An implied warranty simply means that the aircraft is fit for its intended purpose. An express warranty can be created either by a description of the aircraft or by an affirmative statement. If you say merely “This is a sweet little airplane” that would be normally considered to be “puffing” and not a warranty. If, however, you state that your aircraft burns 10 gph at 75% power, that is a warranty. The log books are also a warranty because they describe the condition of your engine, prop and airframe. An entry in the logbook that your aircraft is airworthy is essentially a representation that all ADs have been complied with and constitutes an express warranty. If it turns out that your IA missed an AD then, by definition, that is a breach of warranty and the buyer might be able to ask for rescission or damages.

See Selling

Continued on page 16



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Emmett Fly-In Honors Local Flying Legend

By: Frank Lester, Safety/Education Coordinator

Cool and breezy weather failed to dampen the spirits of Emmett area pilots and residents at the second annual "Wings and Wheels" fly-in. Although airplanes, flying contests, skydivers and a car show were featured events, the highlight of the day was the dedication of the Jay Morris Pilot Shack.

Jay and his family were an Emmett-area fixture for more than 30 years. Known affectionately to Gem County residents as the "local crop duster," Jay ran his business, Morris Flying Service, out of the Emmett airport until 1994. Besides his agricultural business, he sold gas and provided maintenance to most of the area's aircraft. The respect for his accomplishments and service to the community reached their peak when Jay was elected to serve as the President of the National Agricultural Aviation Association from 1997-1998. Emmett and the entire aviation community suffered a tremendous loss when his aviation career came to a tragic end, the result of an aircraft accident near Atlanta (Idaho) in 2002.

With a ceremony on the airport tarmac, the City of Emmett commemorated Jay's life with the dedication of the Pilot Shack. A flag



L-R – John Arkovich, Steve Burak, John Reeder, Nadine Burak, John Sanuy, Ivan Salstrom, Chris Salstrom, Jennifer Crank, Rex LeBrie, Chris and Ivan's Son

flown over the state capitol on July 4 was delivered by a skydiver and presented by Mayor Bill Buttici to Jay's daughters, Chris Salstrom of Pocatello and Jennifer Crank of Emmett.

The project was made possible through donations by Jay's daughters, ABC Seamless Siding, and the Emmett Pilots Association, ensuring that Morris Flying will endure as part of the Emmett Airport.

"Pilots are welcome to take advantage of this new facility, located next to the fuel island," says Nadine Burak, a member of ABC Seamless and an Emmett pilot. "It is open 24 hours a day, seven days a week. We invite everyone to come check it out."

Plans include a computer, telephone and some additional furniture in the near future. Whatever you do, don't miss the activities at next year's event. See you then.

Selling

Continued from page 15

Disclaimer of Warranties: In any sales transaction it is important if not essential for your own protection to have a written sales agreement. Within that sales agreement there should be, at a minimum, an acknowledgment that the buyer has had ample opportunity to inspect the aircraft himself, to have a FAA certified IA or A&P to inspect the aircraft, that the log books have been thoroughly reviewed by the buyer or his agent and that the sale is on an "AS IS" basis without any warranties whatsoever.

The sales agreement should also state that to the best of the seller's knowledge the aircraft has not been involved in any accidents or incidents as those terms are defined in the FARs and that the seller's signator has the authority to sell the aircraft.

Inspections: If the prospective buyer wishes to have the aircraft inspected away from its home base an agreement should be signed by both the seller and the prospective buyer regarding responsibility for the aircraft, hangarage, scope of inspection, time of possession and should particularly

address the issue of authorization for repairs or replacement of components. It is not advisable to give the prospective buyer permission to repair or replace without explicit authorization from the seller as problems will almost surely be discovered during the pre-buy inspection. You also need to check your insurance policy regarding requirements for pilot time and experience.

Authority: Aircraft are frequently owned by more than one person and

See Selling

Continued on page 17



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Selling

Continued from page 16

aircraft will often have a lien on them relating to an outstanding loan or repairs. Before listing your aircraft you should have the permission of all those who have an ownership interest in the aircraft and you should be aware that the buyer will want a lien release if one will be necessary. If you haven't done a title search to verify registration data and the absence of liens you may wish to do so to clear the title before any buyer problems arise.

Payment: If you accept a personal check in payment for the aircraft, the aircraft should not leave your possession until and unless your bank tells you that the check has cleared and the funds are good in your account. A better payment method is to have the funds wired to your bank account by the buyer's bank

or to insist on a cashier's check from the buyer's bank. A certified check can be stopped under some circumstances and it is dangerous to accept a certified or personal check in case the buyer changes his or her mind and stops payment. At that point they will have the airplane and you have nothing but a big headache. The safest way to close a deal is through one of the escrow companies in Oklahoma City.

Insurance: After the sale, be sure to cancel your insurance and be sure that the bill of sale is sent by the buyer to the FAA in Oklahoma City along with a new application for registration. There is no obligation to state the exact selling price or, for that matter, any price at all. But you need to guard against someone filling in a false sales price to avoid paying a sales tax which, in Idaho, must be paid by the buyer. One way would be to insert a phrase such as "for ten dollars and other good

consideration." You should remove your registration from the aircraft before turning possession over to the buyer and note on the back side of the registration that the aircraft has been sold by stating the exact name of the purchaser. Then send the signed registration form to the FAA in Oklahoma City so that your name is removed from the title.

At this point you have sold your airplane successfully, the money is in the bank, and you are ready to purchase your next aircraft. This will be the subject of the next article in a subsequent issue.

Note: Wayne Werner is an aircraft sales representative in Seattle and Boise for Hillsboro Aviation. Don Lojek is an attorney and a representative of the AOPA legal plan for Idaho and eastern Oregon. Both authors are experienced pilots and aircraft owners.



HUNGRY RIDGE RANCH (PVT) 4599' N45.47 W115.56 2246X75 TURF CTAF 122.9



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MOUNTAIN HOME AVIATION LOT 1.8-acre site with direct access to 2900 ft paved runway. 20 miles from Boise. Close to Idaho backcountry, Sun Valley, McCall, Owyhee Desert. **\$85,000**

BIG CREEK (U60) 5743' N45.08 W115.19 3550X110 TURF CTAF 122.9



BIG CREEK CABIN LOT Upper Basin headwater of Big Creek. 1.2 acre treed lot, approx. 1/2 mile from Big Creek strip & lodge. Access to Frank Church Wilderness & USFS. Great hunting & fishing. **\$99,000**

CASCADE AIRPORT (U70) N444.30 W116.01



CASCADE HANGARS Four, 2700 SF units - **\$189,000 ea.** or combine up to **10,800 SF total for \$718,000**. 55' doors on S side & 45' doors on N side. 25 yr lease. Each unit has bathroom, hot wtr heater, overhead propane heater & electric svc.

ELK CITY (S90) 4097' N45.49 W115.26 2600X150 TURF CTAF 122.9



AMERICAN RIVER FRONTAGE IN ELK CITY Custom cabin 3BR/2BA/loft, 2-car garage on 2.85 acres. Year round access. Enjoy fishing, hunting, off-road adventure. **\$318,000** Also 12 American River frontage lots, 1-3 acres each, **\$59,500 - \$79,500**

MCCALL AIRPORT (MYL) N44.53 W116.06



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Glider Airpark

Continued from page 1

and the folks in Butte County were also very receptive to the idea. Idaho is a great state in which to build an airstrip and Idahoans considering building airstrips have great resources and support available.

The King Mountain Glider Park, located just NE of Moore between Arco and Mackay and accessible from Highway 93 and county road 3400 N, is planned as an open and flexible facility

Glider Park is in a perfect location for folks to fish, hike, soar and explore Idaho and Montana. The glider park will be a place where Sailplane, Hang Glider, and Paraglider pilots and their families can all sit around the campfire in the evening and share their extraordinary experiences.

The glider airstrip portion of the development is planned to be open to the public at no charge prior to the 2009 soaring season. Powered aircraft operations will also be welcome but limited to pilots visiting the park to engage in gliding activities. Local noise



North end of the strip looking SE towards the glider staging area and the Arco Range. Pilots testing the runway have all reported the surface very smooth.

that will accommodate all three major soaring disciplines at one location. Grading and planting of the 3900 foot turf runway, designed to FAA part 77 standards, has already been completed. The 120 foot wide runway with 7 additional acres of tie down and staging area, will enable both towing and winch launching operations to be safely conducted at the western flank of the 10,600 foot mountain. An RV park with 80 foot pull-through spaces, open tent camping area and a fishing pond is currently under construction at the park. Also planned is a 3-phase subdivision providing a limited number of 2-acre parcels with direct runway access.

The soaring season begins as early as April with outstanding conditions continuing through September and October. Given all of the recreational activities that the Sun Valley region of Idaho has to offer, the King Mountain

concerns limit powered aircraft to a maximum gross weight of 4000 lbs and daylight-only operations (no multiple take offs and landings.) Pilots should be aware of extensive glider operations that occur between the park and the King Mountain glider launch sites 2.5 miles east, for power lines on the north end of the airstrip and for irrigation lines and farm equipment which may be in use on or near the airstrip.

For more information contact John Kangas at (208) 407-7174 or j_kangas@msn.com

Photos courtesy of John Kangas

Ed Freeman

Continued from page 10

even after the Medivac helicopters were ordered not to come.

He drops it in and sits there amidst the withering gunfire as they load two or three of you on board.

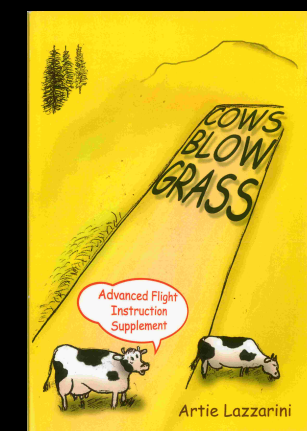
Then he flies you up and away, out of the fusillade, to the Doctors and Nurses.

And, he came back and kept coming back . . . 13 more times he came back . . . and moved about 30 of you and your buddies out, who otherwise would never have made it.

Medal of Honor recipient, Ed Freeman died August 30, 2008 at 80, in Boise, Idaho.

May God Bless Ed Freeman.

May we never forget the intrepidity, valor, selfless dedication and sense of duty that he displayed on that day in another war and remember that those same traits reside in each of our military members serving us in far away lands throughout the world, in peace and combat. May we never forget our commitment and responsibility to them for their service. May we never forget those who have died . . . and who have served . . . and who are serving.



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System Plan

Continued from page 11

level of local and state support needed to implement the improvements proposed by the IASP in order to ensure that these valuable state resources are maintained and developed for the greatest benefit of all Idahoans. The IASP and its two special studies will be published in December, 2009.



Smiley Creek Airport

